NO. 18

NINTH YEAR.

EARLINGTON, HOPKINS COUNTY, KENTUCKY, THURSDAY, MARCH 31, 1898

PRESIDENT'S MESSAGE---CONCLUSIONS OF THE COURT

Full Text of the Report of the Court of Inquiry, Based on Testimony Taken---Interesting Extracts of Important Testimony Taken From Various Witnesses---Treachery Proven Beyond the Shadow of a Doubt, but Responsibility Cannot Be Fixed.

The Maine Court of Inquiry So Reports to the President.

SPAIN IS NOT MENTIONED

Captain Sigsbee and the Vessel's Crew Are Completely Exonerated.

THE PLATES BENT UPWARDS

President's Message to Congress Does Not Mention Possibility of War.

Pranamits the Report to Congress with No Startling Statement as to His Intention-Asks for Deliberate Consideration.

Washington, March 29.-The president Monday sent the following message to

To the Congress of the United States: For some lime prior to the visit of the Maine in Havana harbor our consular representatives pointed out the advantages to flow from the visit of national ships to the Cubs waters, in accustoming the people to the sence of our flag as the symbol of sor All and of our ships in the fulfillment of the minited of protection to American interests, even though no immediate need therefor minite exist.

therefor might exist.

Accordingly, on the 24th of January last, after conference with the Spanish minister in which the ranewal of visits of our war remels to Spanish waters was discussed and accepted, the peninsular authorities at Madrid and fiavana were advised of the

purpose of this government to resume friendly naval visits at Cuban ports, and that in that view the Maine would forthwith call at the port of Iavana.

The Maine at Hayana.

This announcement was received by the Spanish government with appreciation of the friendly character of the visit of the Maine and with notification of intention to return the courtesy by sending Spanish ships to the principal ports of the United States. Meanwhile the Maine entered the port of Hayana on the 25th of January, her arrival being marked with no special incident besides the exchange of customary salutes and coronoulal visits.

The Maine continued in the harbor of The Maine continued in the harbor of Havana during the three weeks following her arrival. No appreciable excitement attended her stay; on the contrary, a feeling of relief and confidence followed the resumption of the long interrupted friendly intercourse. So noticeable was this immediate effect of her visit that the consultance of the long interrupted of the consultance of the long interrupted that immediate effect of her visit that the consul-general strongly urged that the presence of our ships in Cuban waters should be kept up by retaining the Maine at Havana, or in the event of her recall by sending there a vessel to take her place.

The Fatal Evening. At 40 minutes past nine on the evening of the 15th of February the Maine was destroyed by an explosion, by which the entire forward part of the ship was utdestroyed by an explosion, by what he entire forward part of the ship was uttrively wrecked. In this catastrophe two officers and 200 of her crew perished, those who were not killed outright by her explosion being penned between decks by the tangle of wreckage and drowned by the inmediate sinking of the hull. Prompt assistance was rendered by the neighboring vessels anchored in the harbor, said being especially given by the boats of the Spanish cruiser Alphonso XII, and the Ward line steamer City of Washington, which lay not far distant. The wounded were generously cared for by the authorities of Havana, the hospitals being freely opened to them, while the earliest recovered bodies of the dead were interped by the municipality in a public cemetery in the city. Tributes of grief and sympathy were offered from all official quarters of the island.

Caused Intense Excitement. The appelling calamity fell upon the peo-ple of our country with crushing force and for a brief time an intense excitement pre-vatled, which in a community less just and self-controlled than ours might have led to hasty acts of blind resentment. This spir-it, however, soon gave way to the calmer processes of reason and to the resolve to in-vestigate the facts and await the material proof before forming a judgment as to the proof before forming a judgment as to the cause, the responsibility and, if the facts warranted, the remedy due. This course necessarily recommended itself from the outset to the executive, for only in the light

of a dispassionately ascertained certainty could it determine the nature and measure of its full duty in the matter. of its full duty in the matter.

The usual procedure was followed, as in all cases of casualty or disnater to national vessels of any maritime state. A naval court of inquiry was at once organized, composed of officers well qualified by rank and practical experience to discharge the onerous duty imposed upon them.

Aided by a strong force of wreckers and divers the court proceeded to make a thorough investigation on the spot, employing every available means for the impartial and exact determination of the causes of the explosion. Its operations have been conducted with the utmost deliberation and judgment, and while independently pursued no source of information was neglected and the fullest opportunity was allowed for a simultaneous investigation by the Bpanish authorities.

The Finding of the Court. The finding of the court of inquiry was reached, after 21 days of continuous labor, on the 21st of March Inst., and having been approved on the 22d by the commander in chief of the United States naval

mander in chief of the United States naval force of the North Atlantic station, was transmitted to the executive.

It is herewith laid before congress, together with the voluminous testimony taken before the court. Its purport is, in brief, as follows:

When the Maine strived at Havana she was conducted by the regular government pilot to buoy No. 4, to which she was moored in from by to 6 fathoms of water.

The state of discipline on board, and the condition of her magazines, beliers, coal bunkers and storage compartments, are passed in review, with the conclusion that excellent order prevailed and that no indication of any cause for an internal explosion existed in any quarter.

sion existed in any quarter.

At eight o'clock in the evening of February 15, everything had been reported secure and all was quiet.

At 40 minutes past nine o'clock the vessel was suddenly destroyed.

Two Explosions.

There were two distinct explosions, with a brief interval between them. The first iffied the forward part of the ship very United States Steamship Iowa, First Rate.—Key West, Fla., Monday, March 21, partial explosion of two or more of the forward magazines.

The evidence of the divers establishes that the after part of the ship was practically intact and sank in that condition a very few minutes after the explosion. The forward part was completely demolished.

Upon the evidence of concurrent external cause the finding of the court is as follows:

"At frame if the outer shell of the ship, from a point life from the middle line of the ship and six feet above the keel when in its normal position, has been forced up so as to be now about four feet above the surface of the water; therefore, about 34 feet above where it would be had the ship sunk uninjured.

Plate's Bent Inward.

1. That the United States battleship Maine arrived in the harboer of Havana, Cuba, on the path day of January, 1898, and was taken to buoy No. 4, in from five and a half to six fathoms of water by the regular government pilot. The United States battleship Maine arrived in the harboer of Havana, Cuba, on the path day of January, 1898, and was taken to buoy No. 4, in from five and a half to six fathoms of water by the regular government pilot. The United States battleship Maine arrived in the harboer of Havana, Cuba, on the path day of January, 1898, and was taken to buoy No. 4, in from five and a half to six fathoms of water by the regular government pilot. The United States battleship Maine arrived in the harboer of Havana, Cuba, on the path day of January, 1898, and was taken to buoy No. 4, in from five and a half to six fathoms of water by the regular government pilot. The United States consul general at Havana had notified the authorities at that place the previous evening of the intonded arrival of the Maine.

Discipline Was Excellent.

2. The state of discipline on board the Maine was excellent, and all orders and regulations in regard to the care and safety of the ship were atrival of the Maine.

Plates Bent Inward. "The outside bottom plating is bent into a reversed V shape, the after wing of which shaus is "--- broad and 32 feet in length (from frame 17 to frame 25), is doubled back upon itself against the continuation of the same plating extending forward.

"At frame 18 the vertical keel is broken in two and the keel bent into an angle singular to the angle formed for the outside plates. This break is about six feet below the surface of the water and about 30 feet above its normal position.

"In the opinion of the court this effect could have been produced only by the explosion of a mine situated under the bot-

1. That the United States battleship Maine arrived in the harbor of Havana, Cuba, on the 25th day of January, 1898, and was taken to buoy No. 4, in from five and a half to six fathoms of water by the regular government pilot. The United States consult general at Havana had notified the authorities at that place the previous evening of the intended arrival of the Maine.

of the ship were strictly carried out.

All ammunition was stowed away in accordance with instructions, and proper care was taken whenever ammunition was bandled.

Nothing was stowed in any one of the magazines or shell rooms which was not permitted to be stowed there. The magazines and shell rooms were always locked after having been opened; and after the destruction of the Maine the keys were found in their proper place in the captain's cabin, everything having been reported secure that evening at eight p. m. which she had been taken upon her arrival. There were two explosions of a distinctly different character with a very short but distinct interval between them, and the forward part of the ship was lifted to a marked degree at the time of the first explosion.

use at the time of the disaster, but for auxiliary purposes only with a comparatively low pressure of steam, and being tended by a reliable watch. These boilers could not have caused the explosion of the ship. The four forward boilers have since been found by the divers, and are in a fair condition.

condition.

On the night of the destruction of the Maine everything had been reported secure for the night at eight p. m. by reliable persons, through the proper authorities, to the commanding officer. At the time the Maine was destroyed the ship was quiet, and therefore least liable to accident caused by movements from those on board.

Were Two Explosions.

3. The destruction of the Maine occurred

THE LATE SECOND-CLASS BATTLESHIP MAINE.

PROFILE VIEW.

THE HOLD PLANS OF THE MAINE.

TOLD BY WITNESSES.

Extract of Important Testimony Taken by the Court.

Lieut, Powelson's Story Told on the Third Day of the Session-Important Discoveries Made Up to That Time.

guiet, and therefore least liable to accident caused by movements from those on board.

Were Two Explosions.

3. The destruction of the Maine occurred at 9:40 p. m. on the 15th day of February, 1538, in the harbor of Havana, Cuba, being at the time moored on the same buoy to which she had been taken upon her arrival.

There were two explosions of a distinctly different character with a very short but distinct interval between them, and the forward part of the ship was lifted to a marked degree at the time of the first explosion.

The first explosion was more in the nature of a report, like that of a gun, while the second explosion was more open, protonged and of greater volume. This seconding tower in board. Continuing, he

"What is the condition of the starboard

turret?' witness was asked.
"To my knowledge it has not been found, sir," was the reply.
He understood something had been found under the place where the turret formerly was, but its exact character had not been featured.

ietermined.

Impressions of Ensign Powelson,
"What impression is produced upon your
mind by the reports, as far as you have
juoted them?" Ensign Powelson was asked.
"From reports alone or from the appearance of the wreck?"
"Either from such reports or the conditions which you believe to exist."
"The impression produced upon me," repiled the witness, "is that an explosion took
place well to port of the midship line, and
at a point in the length about opposite the
sonning tower."
Witness in reply to further questions said
his opinion was based upon the observation

Facts Told by Witnessas to Officers of the Maine Court.

THEY ALL POINT TO SPANISH TREACHERY

Capt. Sigabee Took Extra Precautions to Guard His Ship from Harm-Consul General Lee and Others Testify.

Washington, March 28.—The immense mass of testimony taken by the Maine court of inquiry was sent to the senate Monday, and with the president's message and findings of the court referred to the committee on foreign relations. The testimony was taken on 18 different days, the fourtieeth day, however, being devoted to viewing the wreck. Every witness who was known to have any information that could throw light upon the great disaster was called to give his testimony. The story of the destruction of the vessel is told, not graphically, but in a manner which gives all the obtainable facts. No technical detail is omitted. Every movement and incident connected with the Maine from the time she left key West until the last diver examined the wreck, slowly sinking in the mud of Havana harbor, is given. It is a story intensely interesting to the people. Those who read it could have little doubt as to whether there was a internal or external explosion. Perhaps the most significant testimony is that showing the bottom plates on the port side of the illifated Maine to be bent inward and upward, a result that hardly could have followed anything save an explosion from the outside. A mans of testimony is submitted showing the care exercised on board the ship by Capt. Sigsbee and his officers, and the apparent impossibility of the accident eccurring by any internal cause, such as the heating of the bunkers, spontaneous combustion or so many other theories were based.

The testimony of Capt. Sigsbee is of the greatest importance and perhaps to of more based.

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The testimony of Capt. Sigsbee is of the greatest importance and perhaps is of more general interest than that of any other man called before the board. With great care and minuteness he gives an account of the management of the ship, how she was handled, what was done from day

general interest than that of any other man called before the board. With great care and minuteness he gives an account of the management of the ship, how she was handled, what was done from day to day on board, how she sailed into Havana, her anchorage and what he knew about 11/4 and, in fact, every point upon which the government and the country desires to be informed. Nothing in Capt. Eigsbee's testimony shows that the anchorage was changed or that it was considered dangerous by snyone.

Second to the importance of the testimony of Capt. Sigsbee is that of Ensign Powerson, who had charge of the divers and knew from day to day what fhese divers found. This officer was minutely informed as to the construction of the Maine and everything about her. His iestimony was to a certain extent technical, bearing upon the construction of the ship, her plates, etc., but it was from these plates and this technical knowledge that he was able to declare that the explosion took place from the our side.

The divers, Morgan, Oisen and Smith, all contributed important evidence. They amount of heat was the after ten-inch magspine, and that did not explode at the time
the Maine was destroyed.
The conclusions of the Court are:
That the ioss of the Maine was not in any
respect due to fault or negligence on the
part of any of the officers or members of
her crew.
That the ship was destroyed by the exthat the ship was destroyed by the cap
palon of a submarine mine, which caused
the partial explosion of two crows of the court acro
The waste was carefully looked after on
forward magazines; and,
That no evidence has been obtainable fixThat or evidence has been obtainable fixin the forward magazines; and,
That no evidence has been obtainable fixin the forward magazines; and,
That no evidence has been obtainable fixin the daine was not in any
the protected deck was covered with a
mount of heat was the after ten-inch magagic on the time
to Maine upon any person of the court to form a definite coning the responsibility for the destruction
of the Maine upon any person or persons
I have directed that the finding of the
court of inquiry and the views of this gov-



GEN. FITZHUGH LEE.

testified that the plates were bent inward on the bottom port side and outward on the starpoard side. The story of the explosion is told by dif-

than other sarsaparillas, better made, of better ingredients and by better methods. Its record of cures proclaims it the



Capt. Sigsbee Testifles

Capt. Sigsbee, in testifying before the court of inquiry which convened in the harbor of Havana Monday, February II,

CAPT. SIGSBEE.

covered visits to Havana for five or six That portion of the pert side of the pretective deck which extends from about
frame by to shout frame 9 to years, a man-of-war to be anchored at that buoy; that he had rarely known merchant vessels to be anchored there, and that it was the least used buoy in the har-

It was too late, however, the Maine had already sailed. She arrived next day and Lee reported her arrival to the state department.

All Regulations Carried Out.

Lieut, Commander Richard Wainwright testified that the regulations in regard to paints and inflammables and all other precautions were strictly carried out on board ship. Every possible care was taken to avoid accident. All visitors were scrutinized before being allowed to come on board the ship. Nebody was allowed unaccommanied. Special "lookouts" were reactions affecting the taking of temperature of the magazines, etc., Capt. Sigabee said there were no special regulations other than the usual regulations required by the department. He examined the temperature himself and conversed with the ordinance officer as to the ordinance of the magazines, and according to the ordinance officer as to the ordinance officer as to the ordinance of the ordinance officer as to the ordinance of the ordinance officer as to the ordinance of the ordinance of the ordinance of the ordinance officer as to the ord

tain, in reply to a question of Judge Advo-cate Marix.

He had no recollection of any work go-ing on in the magazine or shell-rooms on the day of the explosion. The keys were called for in the usual way on the day in question and were properly returned. At the time of the disaster the two after boil-ers in the after five room were in use be-seen the bydecatic section was somewhat

Continued on Fourth Page.

WILLIAM M'KINLEY. ston, March 28, 1898. The coal bunkers were inspected. Of those bunkers adjoining the forward magnatine and shell rooms four were empty, namely B 3, B 4, B 5 and B 6. A 15 had MIDSHIP SECTION OF THE MAINE.

crnment thereon be communicated to the government of her majesty, the queen, and I do not permit myself to doubt that the sense of justice of the Spanish nation will dictate a course of action suggested by honor and the friendly relations of the two governments.

It was the duty of the executive to advise the congress of the result, and in the meantime deliberate consideration is invoked.

Coal Bunkers Inspected.

That portion of the port side of the protective deck which extends from about frame 30 to about frame 40 to about frame 50 to about fr

tom of the ship, at about frame 13 and somewhat on the pert side of the ship."

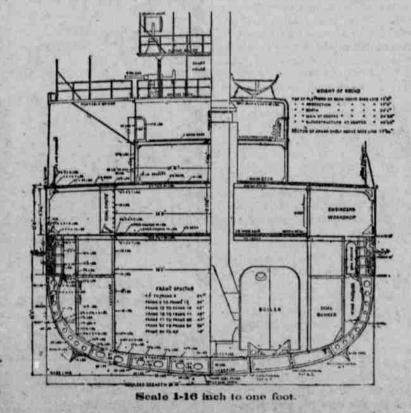
Conclusions of the Court.

The conclusions of the Court are:
That the loss of the Maine was not in any respect due to fault or negligence on the part of any of the officers or members of her crew.

That the ship was destroyed.

The torpedo war heads were all stowed in the after part of the ship under the wardroom, and neither caused nor participated in the destruction of the Maine.

That the ship was destroyed in the cable at any store were stowed in the cable at any store were stored in the cable at any stored in the c



THE COURT'S REPORT.

His Associates Based on Testimony Taken.

seen in use that day, and A 16 was fall of New River coal. This coal had been carefully inspected before receiving it on board. The bunker is which it was stowed. board. The bunker in which it was stowed was accessible on three sides at all times, and the fourth side at this time on account of bunkers B 4 and B 6 being empty. This bunker, A 16, had been inspected that day by the engineer officer on duty. The fire alarms in the bunkers were in working order, and there had never been a case of spontaneous combustion of coal on board the Maine.

After Boilers Only in Use.

The two after boilers of the ship were in

The court, having finished the inquiry it was ordered to make, adjourned at il a. m. to await the action of the convening authority.

U. S. Fingship New York, March 22, 1898, Off Key West, Fla.—The proceedings and findings of the court of inquiry in the above case are approved.

the judge advocate asked witness to state if the forward and after part of the ship were in line. Ensign Powelson replied that as far as he could judge they were sot. The end where the explorion occurred seemed to be pushed from port to starboard from five to ten degrees, he should judge, with the apex to the starboard. The divers reported to witness that at a point where the ten-inch shell room should be they discovered ten-inch shells regularly arranged, but the ship had sunk lown so much that some of the shells were in the mud.

Scale 1-32 inch to one foot-

Scale 1-32 inch to one foot.

over them.

Asked if he imagined himself looking for-

s. The court has been unable to chiain evidence fixing the responsibility for the destruction of the Maine upon any person or persons.

W. T. SAMPSON,
Captain, U. S. N., President.

A. MARIX,

I contenant Commander, U. S. N., Judge
The court, having finished the inquiry it was ordered to make, adjourned at il a moto sawiif the action of the convening authority.

W. T. SAMPSON,
Captain, U. S. N., Judge
The Findings Approved.

The court, having finished the inquiry it was ordered to make, adjourned at il a moto sawiif the action of the convening authority.

W. T. SAMPSON,
Captain, U. S. N., Judge
Advocate.

Litutement Commander, U. S. N., Judge
Advocate.

U. S. R. Fresident,
A. MARIX,
Captain, U. S. N., Judge
Advocate.

U. S. R. Fresident,
A. MARIX,
Captain, U. S. N., Judge
Advocate.

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U. S. R. Fresident,
A. MARIX,
Captain, U. S. N., Judge
Advocate.

U. S. Fingship New York, March 22, 1885, Off Key West, Fia.—The proceedings and inclings of the court of Inquiry in the above case are approved.

A. BICARD,
Rear Admiral, Commander in Chief of the U. S. Naval Force on the North Atlantic
Station.